

Message Text

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51

ACTION ARA-20

INFO OCT-01 EUR-25 ISO-00 ARAE-00 COA-02 PM-07 SCI-06

DLOS-07 L-03 DOTE-00 AID-20 USIE-00 CIAE-00 DODE-00

INR-11 NSAE-00 PA-04 RSC-01 PRS-01 SP-03 SSO-00 DRC-01

INRE-00 NSF-04 /116 W

----- 010064

O 031650Z SEP 74

FM AMEMBASSY SANTIAGO

TO HQ US COAST GUARD WASHDC IMMEDIATE

INFO SECSTATE WASHDC IMMEDIATE 0094

AMEMBASSY CARACAS IMMEDIATE

AMEMBASSY LONDON IMMEDIATE

UNCLAS SANTIAGO 5320

USCG FOR CAPTAIN WALLACE

E.O. 11652: N/A

TAGS: PLOS, CI

SUBJECT: METULA SITREP 7

1. FOLLOWING MESSAGE WAS RECEIVED BY THIS EMBASSY FROM
COMMANDER ATKINSON, USCG, PUNTA ARENAS. SUBJECT SITREP
IS QUOTED BELOW FOR YOUR INFORMATION:

"FROM: CDR JAMES A ATKINSON, USCG, PUNTA ARENAS

TO: AMEMBASSY SANTIAGO

PASS TO CMDT COGARD WASHINGTON DC

METULA SITREP SEVEN

A. CMDT COGARD 302234Z AUG 74

1. UNIVERSAL FLANGE ARRIVED 31 AUG, PUT ON TUG FOR
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DELIVERY METULA TODAY.

2. MOVEMENT OF MORE ADAPTS SYSTEMS AUTHORIZED. ALL REMAINING EQUIPMENT PUT ON TUG YESTERDAY FOR DELIVERY TO METULA TODAY. ALL NSF PERSONNEL NOW ON METULA.

3. AT 310330 LOCAL AUGUST HARVELLA LEFT SIDE OF BERGELAND DUE TO WEATHER, ANCHORED NEARBY AT 310515 LOCAL AWAITING BETTER WEATHER BEFORE GOING BACK ALONGSIDE METULA TO OFFLOAD REMAINING 2,000 TONS CARGO.

4. FIRST LOAD OF HARVELLA WAS ONLY 11,898 LONG, DUE TO INCREASING DIFFICULTY IN KEEPING HARVELLA ALONGSIDE METULA (WIND AND CURRENT) MAKING 24-HOUR DELAY IN INMOURING, TO AWAIT FAVORABLE UNMOORING CONDITIONS, UNACCEPTABLE TO MASTER OF HARVELLA.

5. TIDAL CONDITIONS CONSIDERED UNSUITABLE FOR ANY OFFLOADING ATTEMPT FROM 2 1/2 DAYS BEFORE UNTIL 2 1/2 DAYS AFTER SPRINGTIDE.

6. DURING FIRST OFFLOADING, USE OF STEAM STRIPPING PUMP WAS DISCONTINUED DUE TO LOSS OF WATER (STEAM HOOK-UP APPARENTLY INEFFICIENT), SO BALLASTING COULD NOT KEEP UP WITH EDUCTOR. SAVLOR REPORTED SOME PROBLEMS WITH ADAPTS PUMP, BUT IN GENERAL VERY USEFUL. REMAINING PUMPS REQUESTED.

7. SITUATION ON METULA CONTINUES TO BE FLUID. PRESENT INTENTIONS ARE TO BALLAST ALL SOUND CARGO TANKS EXCEPT EMPTY SLOP TANKS (OUTBOARD OF PUMPROOM) WITH INTERFACE AT NINE METERS FROM BUTT, WITH ULLAGE OF ONE METER. THIS WOULD REQUIRE 45 THOUSAND TONS BALLAST AND OFFLOAD OF 46 THOUSAND TONS CARGO; BALLAST TANKS TO CONTAIN: THREE PORT 3,000 TONS, THREE STBD 12,000 TONS. THE FOREPEAK TANK AND FWD BALLAST TANKS TO BE FITTED WITH AIR VALVES. AT LOW WATER, PLANS ARE TO AIR PRESSURE THE FOREPEAK AND FWD BALLAST TANKS, AND CLOSE ALL OUTBOARD VALVES. TUGS WILL ATTEMPT TO SWING BOW TO EAST BEFORE EBB CURRENT FIRST OPTIMUM TIDE CONDITIONS FOR REFLOATING UNDER THIS SCHEME WILL BE ABOUT 22 SEPT-
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EMBER, SECOND NEAP FROM NOW.

8. FROM LOW WATER TO LOW WATER SLACK IS THREE HOURS. DURING THIS TIME THE SHIP MUST COME AFLOAT, IF NOT, THEN EXCEPT FLOOD CURRENT TO SET METULA BACK ON REEF. DEPTH OVER REEF STBD SIDE AFT EXPECTED TO BE 15 METERS, TO BE CONFIRMED BY PRESENT SURVEY.

9. SALVORS ESTIMATE SMALL CHANCE OF SUCCESS IN REFLOATING DUE TO SEVERAL ADVERSE FACTORS, INCLUDING CROSS CURRENTS, SHORT SLACK PERIOD, TIDAL RANGES, CONDITION OF METULA, TOWING UNDERTAINTIES DUE TO DAMAGE, DRAFT AND LOOSE RUDDER.

10. IN LIGHT OF COMPLEXITIES AND UNCERTAINTIES, THE SALVAGE TEAM HAS ASKED SHELL TANKERS ROTTERDAM TO CONSIDER THE EVENTUAL OFFLOAD ALL CARGO BEFORE REFLOATING ATTEMPT, AN ANSWER TO THIS MAY BE FORTHCOMING WITHIN TWO OR THREE DAYS.

11. SHOULD COMPLETE OFFLOADING BEFORE ATTEMPT AT REFLOATING BE ELECTED, THEN NO MORE THAN TWENTY DAYS PER MONTH ARE USABLE FOR OFFLOADING, DUE TO SPRING TIDES, WEATHER DELAYS WILL PROBABLY CAUSE AT LEAST ONE DAY DELAY PER OFFLOAD CYCLE, RESULTING IN TOTAL OFFLOADING TIME OF AT LEAST TWO MONTHS. A DELAY THROUGH SEVERAL SPRING TIDES INCREASES CHANCE OF MORE HULL DAMAGE, FURTHER LESSENING THE ODDS OF SUCCESSFUL REFLOATING. THREE LARGE SALVAGE TUGS WILL SOON BE ON SCENE OR NEARBY, AFTER LONG TRANSIT THEREFORE, DIFFICULT DECISION IS LIKELY SOON.

12. INDIRECT EXPENSES INCURRED HERE, ACCUMULATED AT ULTRAMAR SHIPPING AGENCY PUNTA ARENAS. ULTRAMAR WANTS TO KNOW WHO WILL PAY, AND HOW. EXACT FIGURES NOT YET AVAILABLE, BUT EXPECT DOCUMENTS IN HAND BY TUESDAY, 3 SEPTEMBER. THESE ARE: LANDING FEE FOR C-130, ABOUT \$350. SOME OTHER COSTS ACCRUED BUT WERE PICKED UP BY SALVORS. REQUEST ADVISE HOW THESE COSTS TO BE HANDLED.

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13. COAST GUARD PERSONNEL ON SCENE ARRIVED WITH \$500 TO \$600 PERMAN. IF OPERATIONS EXPAND ANOTHER MONTH OR MORE ADDITIONAL FUNDS MAY BE REQUIRED. SHOULD EXTENDED OPERATIONS HERE BE PROJECTED, THEN SUGGEST THAT A DISBURSING OFFICER BE PREPARED TO COME TO PUNTA ARENAS ON SHORT NOTICE IF NEEDED, OR THAT ALTERNATIVE ACTION BE ARRANGED.

14. I HOPE TO OBSERVE AND OBTAIN PHOTO SLIDES OF SECOND OFFLOADING INTO HARVELLA. BY THEN, DECISIONS SHOULD HAVE BEEN MADE RE POSSIBLE OFFLOADING OF ALL CARGO PRIOR TO ATTEMPT AT REFLOATING. ALSO, ALL ADAPTS PUMPS SHOULD BE IN OTHER ACTIONS. LIAISON FUNCTION, NOW FILLED BY ME SHOULD BE IN OTHER HANDS. THEREFORE, ESTIMATE MY DEPARTURE ABOUT 7, SPENDING A DAY OR TWO IN SANTIAGO.

THIS SHOULD GET ME HOME ABOUT 10 SEPTEMBER.

15. PRESENT WIND 40 KNOTS. HARVELLA STILL WAITING FOR
IMPROVED CONDITION TO GO ALONGSIDE BERGELAND TO COMPLETE
DISCHARGE OF FIRST LOAD."
POPPER

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: LAW OF THE SEA, SITREP, METULA, SHIP ACCIDENTS, DIPLOMATIC COMMUNICATIONS
Control Number: n/a
Copy: SINGLE
Draft Date: 03 SEP 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974SANTIA05320
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D740243-0815
From: SANTIAGO
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19740979/aaaacotr.tel
Line Count: 175
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION ARA
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 4
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: cunninfx
Review Comment: n/a
Review Content Flags:
Review Date: 27 JUN 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <27 JUN 2002 by maustmc>; APPROVED <28 JAN 2003 by cunninfx>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: METULA SITREP 7
TAGS: PLOS, CI
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005